CSX’S $2.5 BILLION CAPITAL PLAN

CSX is investing in resources, infrastructure, and terminal and line-of-road capacity projects to improve CSX’s network, help streamline interchange, improve throughput capabilities, increase velocity, and facilitate service and growth.

CSX’S 2015 CAPITAL PROGRAM BY THE NUMBERS

**NORTHERN REGION**

1. **CREATE** – Continuing the multi-year, public-private partnership to reduce train delay and improve fluidity through Chicago

2. **Villa Grove Signals** – Upgrading signals south of Chicago to reduce train delay

3. **Smithboro Interchange** – Adding a second interchange track connection between the BNSF and CSX main lines east of St. Louis that will enable trains to avoid Chicago-area congestion

4. **Monon Siding** – Constructing a new siding to increase capacity and improve traffic fluidity

5. **LIRC** – Upgrading track along this short line railroad to improve network capacity and connectivity in the Midwest

6. **Northwest Ohio Track Changes** – Adding a new switching lead on the west end of the yard and a crossover on the east end

7. **Willard Track Changes** – Building new crossover tracks to increase yard processing capacity

8. **Cleveland Track Changes** – Upgrading the tracks in Cleveland, CSX’s largest fueling location, to improve dwell and fluidity by enabling the company to fuel trains more quickly

9. **Montreal Subdivision** – Adding a new siding to increase capacity into CSX’s Valleyfield intermodal terminal opened in 2014

10. **Selkirk Yard** – Constructing new tracks on the west end of the yard to stage trains that, in conjunction with the tracks added to the east end in 2014, will increase routing efficiency through the yard

11. **River Line Capacity** – Multi-year capacity program between Albany and Northern New Jersey to add new main line double-track

12. **Trenton Line Capacity** – Preliminary engineering work to add five miles of main line double-track between NY and Philadelphia

13. **National Gateway** – Finishing clearances to allow double-stack intermodal trains between Chambersburg and Portsmouth

**SOUTHERN REGION**

14. **Evansville Yard** – Constructing additional tracks to improve train flows through the yard and facilitate interchange with the Evansville Western short line railroad

15. **Casky Yard** – Completing a new rail yard, designed to efficiently service unit trains that will support Midwest grain and Illinois Basin coal shipments

16. **Manchester, GA** – Upgrading the switches and signals at the intersection of three main line routes

17. **Callahan Subdivision** – Adding six new miles of main line double-track

18. **Baldwin Yard** – Constructing three new inspection tracks to improve the fluidity of unit train traffic

**BRIDGES**

19. **North Branch, WV** – Replacing a 490 foot long, double-track deck truss bridge

20. **Montgomery, AL** – Enhancing structural reliability by eliminating a 1,428 foot timber trestle with pipe and fill

21. **Baltimore, MD** – Replacing a 230 foot long, single-track steel truss serving CSX’s intermodal terminal and the Consol coal pier

22. **Philadelphia, PA** – Replacing two single-track steel deck truss spans, increasing speeds from 10 mph to 20 mph

23. **Ideal, GA** – Replacing a 200 foot timber pile trestle with long steel spans to accommodate future main line double-track

24. **Leeds, SC** – Replacing a timber bridge and adding new steel approach spans

25. **Poston, SC** – Replacing a 3,000 foot timber approach with concrete and steel beams

**OTHER CAPACITY PROJECTS**

26. **Buffalo Service Center** – Reopening the locomotive service center to enhance maintenance capacity along the Northern Tier

27. **Pittsburgh Terminal** – Beginning work on a new facility that will open up a new intermodal market for CSX customers with initial annual capacity of 50,000 loads

28. **Virginia Avenue Tunnel** – Beginning construction on CSX’s largest double-stack, double-track clearance project near Washington, D.C.

29. **Pelham Connection** – Performing preliminary engineering on a cross-over between the Lineville and S&NA South main lines to increase fluidity

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3.0 Million TOOLS OF BALLAST DEPLOYED

3.2 Million CROSSTIES REPLACED

19 CUSTOMER-DRIVEN DEVELOPMENT PROJECTS

95 Locomotives REBUILT

$105 Million IN TECHNOLOGY ENHANCEMENTS

200 New Locomotives DELIVERED

200 Bridge REPAIRS

425 New Miles DOUBLE-STACK CLEARANCES

500 Miles OF TRACK REPLACED

1,000 Containers PURCHASED

3,300 Rail Cars PURCHASED OR REBUILT

5,300 Miles OF TRACK RESURFACED

14. National Gateway

12. Trenton Line Capacity

11. River Line Capacity

10. Selkirk Yard

9. Montreal Subdivision

8. Cleveland Track Changes

7. Willard Track Changes

6. Northwest Ohio Track Changes

5. LIRC

4. Monon Siding

3. Smithboro Interchange

2. Villa Grove Signals

1. CREATE

* Planned capital projects as of 1/26/2015; changes may be made throughout the year.